

NEW YORK HERALD

BROADWAY AND ANN STREET.  
JAMES GORDON BENNETT,  
PROPRIETOR.

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VOLUME XL.....NO. 162

AMUSEMENTS TO-NIGHT.

GILMORE'S SUMMER GARDEN.  
Last Saturday night.—GRAND POPULAR CONCERT, at 8 P. M.; closes at 11 P. M. Ladies and children's matinee at 2 P. M.  
VARIETY, at 8 P. M.; closes at 10:45 P. M.  
METROPOLITAN MUSEUM OF ART.  
West Fourteenth street.—Open from 10 A. M. to 5 P. M.  
PARK THEATRE, BROOKLYN.  
at 8 P. M.; closes at 10:45 P. M.  
THEATRE DES FOLIES.  
West Fourteenth street.—Open from 10 A. M. to 5 P. M.  
PARK THEATRE.  
Broadway.—EMERSON'S CALIFORNIA MINSTRELS, at 8 P. M.  
OLYMPIC THEATRE.  
No. 224 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.  
FIFTH AVENUE THEATRE.  
Twenty-ninth street and Broadway.—THE BIG BO-NAZZA, at 8 P. M.; closes at 10:30 P. M.  
CENTRAL PARK GARDEN.  
THEODORE THOMAS' CONCERT, at 8 P. M.  
METROPOLITAN THEATRE.  
No. 225 Broadway.—VARIETY, at 8 P. M.  
WALLGARDEN'S LATHES.  
Broadway.—THE DONOVANS, at 8 P. M.; closes at 10:45 P. M. Moore, Harrison and Hart.  
ROBINSON HALL.  
West Sixteenth street.—English Opera.—GIROFLO-ROFLA, at 8 P. M.  
WOOD'S MUSEUM.  
Broadway, corner of Third street.—SHERIDAN & COCK'S GRAND VARIETY COMBINATION, at 8 P. M.; closes at 10:45 P. M. Moore, Harrison and Hart.

TRIPLE SHEET.

NEW YORK, FRIDAY, JUNE 11, 1875.

From our reports this morning the probabilities are that the weather to-day will be warmer and clear.

Persons going out of town for the summer can have the daily and Sunday Herald mailed to them, free of postage, for \$1 per month.

WALL STREET YESTERDAY.—Stocks were firm in the early part of the day, but suffered from a raid at the close. Gold was steady at 116½. Foreign exchange firm and money easy at recent rates.

DISASTER AT SEA.—The sad news comes to us of the destruction of another steamship with the greater part of the passengers and crew, but five persons as yet being reported saved out of a total of eighty-three. A graphic report of the disaster will be found in our news columns.

THE POTATO BUG.—In another column will be found a further communication from Mr. Dodge, the entomologist, which deals with the enemies of the Colorado beetle, gives the names of at least twenty insects, some of which have the credit of destroying so large a proportion as ten per cent of one brood of the beetles and fifty per cent of a later brood. These little creatures, therefore, are well worth the farmer's attention as important allies in his war against the destructive beetle.

SPECULATION IN WHEAT.—We commend the movement now under way in the West to put an end to the business of buying and selling wheat "on call." This is the worst form of gambling, far worse than the tricks of Jay Gould and his comrades with worthless shares. We trust the movement will prevail and that the time will come when an honest merchant will as soon enter a gambling saloon and bet on a roulette table as to buy and sell wheat as is now done in so many of the Western towns.

THE FLOATING HOSPITAL.—One of the good and, it is to be hoped, permanent results of the St. John's Guild charity has been the establishment of the Floating Hospital. This institution has proved a real blessing to the sick and suffering poor, and the active members of the Guild are exerting themselves to place it on a solid foundation, so far as its funds are concerned. They will have to raise twenty thousand dollars to pay for a suitable barge for a permanent hospital, and have already collected eight thousand of the amount required. When the winter season closes we are too apt to forget the work of charity forced upon our attention by the severe weather. But it is to be hoped that interest enough will be felt in this useful undertaking to insure its permanent establishment and a continuance of its good work.

OUR DAY AT ASCOT.—By a special cable telegram from London we have a full report of the brilliant scene which was witnessed on Ascot Heath yesterday during the period of the great race for the gold cup. The ground was crowded from the forenoon to the evening, by a dazzling representation of British and African royalty and American fashion. The Prince and Princess of Wales, the Duke and Duchess of Edinburgh, the Princess Beatrice—Victoria's only unmarried daughter—the Sultan of Zanzibar, with many other attractive and remarkable personages, were present. The toilets and equipages were very fine. It is no small honor to be able to chronicle the fact that an American lady was the belle of the course. Doncaster won the Gold Cup, having been ridden in splendid style by Fordham. Our local sporting reporters are enabled to show that the racing at Jerome Park yesterday was of the most excellent character and that the sport took place under the most favorable circumstances, in the eyes of a fine assemblage of the American people, each man being sovereign as a sultan in himself and every lady graceful as a deities.

The Railroad War—To What Does It Lead?

The damaging competition between the great through lines which sprung up after the refusal of the Baltimore and Ohio road to be bound by the Saratoga compact, and has been kept up with increasing vigor since the beginning of the year, is as great an evil to the community as it is to the roads. In pointing out some of its injurious effects we will first notice one which interests the State of New York. The ruinous underbidding of the railroads against one another has destroyed all possibility of a surplus revenue from our public works, and made it doubtful whether they will this year yield income enough to defray the expenses of management and ordinary repairs. In the early part of January, when Governor Tilden sent in his annual Message, he opposed any further reduction of canal tolls. He maintained, on what then seemed to be solid grounds, that the canals should be made to produce a revenue large enough to relieve the State from taxation on their account and to leave a surplus for deepening their bed and permitting boats to sink deeply enough to take larger cargoes and carry machinery for propelling them by steam. This recommendation was made on the assumption that the railroad war, which was then just beginning, could not extend beyond the opening of navigation in the spring. But it was kept up with spirit during the long session, and before the Legislature adjourned Governor Tilden withdrew his opposition to a reduction of tolls. Even with the reduced toll sheet the business of the canals is likely to be small if the railroad war should continue through the season. This ruinous war is not only a heavy and destructive blow to the New York canal interest, but to the prosperity of lake navigation. Our lake tonnage exceeds all the American tonnage employed in foreign commerce, and is quite as valuable as a school for training seamen for the navy, which is one of the most important considerations connected with the national defence. But the railroads are carrying freight at prices with which the lake vessels cannot compete, and many of them are laid up, because their owners will not incur the risk of engaging crews for the season without any reasonable prospect of success.

This deplorable condition of the lake navigation interest and the canal interest, which own thousands of vessels and boats, and give employment in prosperous seasons to many thousand men, would not be a thing to be mourned over if the cheap railroad freights with which they cannot compete had any reasonable chance of permanence. In that case the general public would profit by the destruction of particular interests, as so often happens by the invention of machinery which throws large classes of laborers out of employment. If it were a demonstrated fact that railroad transportation is hereafter to be permanently cheaper than transportation by water the country at large should feel no regret at seeing the lake vessels laid up to rot, and the great Erie Canal, on which so much money has been expended, converted into an unprofitable ditch. But this is not the state of the case. The present rates of transportation cannot continue without bringing ruin on the railroads and annihilating the vast amount of capital which has been invested in them. The Erie road has already succumbed to this destructive competition, as a man whose constitution is exhausted by excesses falls the first victim to an epidemic. But stronger and more healthy roads than the Erie suffer, though they may not succumb. Of course none of them could stand if they continued to do business at rates they cannot afford; but after a while they will conclude that they have punished each other enough, when they will combine to put up freights and try to fix them high enough to recover what they have lost in the quarrel. And they will succeed more easily in this in consequence of the prostration they are inflicting on the lake interest and on the canal interest. While the present state of things continues new canal boats and lake vessels are not built, the old ones are not repaired, the hands employed on them get scattered and go into other employments, and, meanwhile, it is in the power of the railroads to substitute combination for competition without previous notice, and extort high prices without any immediate fear of cheaper transportation by water. As soon as the new grain crop begins to come forward and freights begin to crowd railroad rates are certain to go up, and the crippled condition of lake and canal facilities will remove the most effective ordinary check to railroad extortion. The railroad war is, therefore, in spite of transient cheap freights when little business is to be done, a general evil to the business community as well as a calamity to the stockholders of the roads. It discourages investments in railroad property by fluctuations of value and uncertainty of dividends, which is of itself a great evil, considering the importance of railroads to the comfort and convenience of modern life. It forebodes a coalition after the war is over to reimburse the losses entailed by the contest. Commerce will be obstructed and the community fleeced as soon as business presses to ten times the amount that is saved by the temporary low prices of transportation during this period of financial suspense. It tends, moreover, in its ultimate results, to revive the intense hostility to the railroad interest which prevailed in the West two or three years ago and threatened to destroy the value of railroad property by injurious legislation. The high prices which the roads will adopt when this mutually destructive struggle is ended will revive the old conflicts and make the railroad question again a disturbing element in the politics of the country—a species of controversy by which the railroad interest is sure to suffer in a country where legislation is controlled by popular impulses.

The encouragement given to Mr. Garrett by the directors of the Baltimore and Ohio road in the war is a challenge and a signal which the New York roads ought not to disregard. They can easily bring Mr. Garrett to terms if they will exert their power. Of course they will have to underbid him and do business at a still greater loss; but if they are resolute and efficient they can make the contest short by making it sharp and decisive. The trade of the West tends naturally to New York, and not to Baltimore, and the New York roads can make

freights cheap enough to prevent any diversion. They will lose less by breaking down Garrett's ambitious obstinacy within a month than by half measures, which will only serve to protract the war. It is better to sacrifice two millions in one month—if that be necessary—than to allow the contest to go on indefinitely, with a constant and incalculable drain upon their resources. All the roads are losing money so long as the war continues, and it is for their common interest to end it at once and know where they stand. To be sure, they must submit to losses themselves in inflicting chastisement on the enemy; but a short and vigorous war is always more economical than a long one. The permanent prosperity of the New York roads depends on their keeping the Western traffic for this city, which they can do with absolute certainty by fighting Garrett with his own weapons and constantly underbidding him in prices until he has got enough of it. It is undoubtedly in their power to force him into a combination, and every New York interest requires that this be done speedily. If this should be accomplished by the end of the present month, and all the through lines agree on remunerative rates, those who are interested in lake and canal navigation could organize for the fall traffic and prevent the railroad rates from being excessive during the heavy business of the autumn months, when the Western grain harvest will be seeking a market. The canal traffic necessarily centres in New York; but although the canals are competitors of the New York roads during the season of navigation they tend so powerfully to maintain the supremacy of New York city as the great mart of foreign commerce that the New York roads have an interest in their success. So long as the bulk of the summer and autumn business comes to New York the winter and early spring business will come here too, and the prosperity of our New York roads depends upon the continued commercial ascendancy of this metropolis. If the Erie Canal, boats and all, belonged to a private corporation, it could end this railroad war at once by putting its rates so low as to defy all competition. The State, owning only the canal, and not the boats, can do nothing effective so long as the roads are carrying freights at a great loss; but the New York roads, which have an equal interest in maintaining the commercial supremacy of this city, have only to put forth their strength for a brief period to break down all competition which tends to divert business out of the State. They have nothing to fear from the competition of the canal, which can only keep their profits within reasonable limits, whereas the railroad war precludes any profits at all. As Garrett's directors have decided to support him the New York roads should exert all their power and crush him at once. They might end the war by a vigorous campaign of a single month.

The Incorporation of Villages.

Notwithstanding the suggestiveness of the figures relating to municipal taxation which accompanied Governor Tilden's recent Message many of the villages in this State are anxious to become cities. The Governor's Message shows that Schenectady, Rome, Ogdensburg, Watertown and Hudson, none of which possesses a population exceeding eleven thousand, raise annually from fifty-six to seventy thousand dollars each for municipal purposes. These sums are simply enormous, and yet smaller places, especially in the neighborhood of this city, are anxious to assume like burdens. There, for instance, is the village of Huntington, on Long Island. The village proper has a population not exceeding fifteen hundred, and yet the villagers are anxious to become a municipality and to include a large part of the farming land in the neighborhood within their corporate limits. The only arguments they advance for this change are the increase in population which they believe would be the result of calling their village a city, and the necessity of local improvements. No reasoning could be more unreasonable. Population is not secured by high sounding names, and a system of comprehensive local improvements is the most dangerous of experiments at this time. Good roads are always desirable, but these every town can secure without the expensive machinery of a municipality, while village boulevards are an expensive luxury, without which many communities are better off. If this plan of incorporation should succeed taxes would be greatly increased, and in ten years the city of Huntington will be so heavily in debt as to find difficulty in paying the interest on its indebtedness. Such has been the experience of most of the cities in the State, and a like fate should be avoided, unless it is unavoidable. The villagers, not in Huntington only, but in other places where the population is inspired by a similar ambition, would do well to consider the step they are meditating, for almost without exception they will find that they have bought the name of a city at a cost too great for the luxury.

COMMODORE VANDERBILT AS A PAPER.

Although this may naturally strike the average citizen as a new view of the gallant Commodore, he will be troubled to account for the attitude assumed by the New York Central before the Department of Docks on any other theory than the one involved in the above rubric. An appeal to official charity is made by the demand that the city give the Commodore the use of two piers for his freight traffic. It is a privilege for which people pay, if they have the money or can borrow it; and as the Commodore requests that it be extended to him gratuitously, it must be that he cannot raise the funds. It is our opinion that a collection should be taken up and that Mr. Garrett should carry around the hat.

PIO NONO'S ADVICE TO THE CATHOLIC CLERGY IN AMERICA.

The Pope received addresses from a number of American Catholic students destined for the missionary work of the Church on this side of the Atlantic, at the Vatican yesterday. His Holiness referred to the elevation of Archbishop McCloskey to the Cardinalate, and expatiated on the grand field which the territory of the tolerant Republic presents for the exertion of the pastoral office. He cautioned the young men to practice as well as preach; to show their confidence in the divine commission by

daily personal example and conduct. This latter part of the Pontifical instruction was well timed, just in place. The Pope has surveyed the American field. He has read of the demoralizing disintegration which is taking place in some of our greatest church communities. He has heard of the dismay and doubt which just now afflict many of the lambs not of his fold. He consequently speaks very plainly to the youthful Catholic missionaries, hoping that when they once "step in" the pupil he may not be suddenly forced to cause them to "step down and out."

The President Misunderstood.

Some of the Western papers suggest that General Grant's third term letter was written on the theory on which an Irishman shot, so as to hit if it was a deer and miss if it was a cow. They mean, we suppose, that the letter is disingenuous; but we do not like to see anybody accuse the President of such a thing as trimming. Nor do we see that his letter can lie justly under that imputation. It speaks directly enough. He does not believe in a third term for everybody. He would not have supported Mr. Buchanan's or Mr. Johnson's or, perhaps, even Mr. Lincoln's pretensions to a third term. He thinks his own case different, which is not unnatural. He remarks that he sacrificed a good deal in accepting the Presidency—a life office and a good salary were what he gave up; and these things appear to him more important, perhaps, than they might to persons more accustomed to public life and used to making personal sacrifices. Mr. Fish, for instance, has given up a good deal to serve the country in the State Department; Governor Tilden surrendered a very profitable practice at the Bar to become Governor of New York at a salary which would appear to General Grant ridiculously low; Judge Pierpont gives up a large practice to be Attorney General. But these gentlemen look at such things from a different point of view. To the President the life salary and the life office are very important.

And so, if the people will give him another term of the Presidency, he does not think they would do too much. It would be four times fifty thousand—that is to say, two hundred thousand dollars in salary and a pleasant office and sufficient employment to keep him agreeably busy. If the President's Western critics will put themselves in his place and will try to look at the matter from his standpoint they will see that he could hardly think differently.

That he does mean and expect a third term no one who has attentively watched the course of his more recent appointments to office can have the least doubt; and this is a kind of evidence which would be—were there any just or strong reason to doubt his intention—of the most pertinent kind. On the adjournment of the last Congress he made a number of more or less important appointments, and of these all, so far as we now remember, were men who had previously acknowledged themselves more or less favorable to a third term; not to three terms as a principle, but to a third term for General Grant.

In the Southern States, whence he must expect the main body of delegates to come, who, in the National Convention, will insist on his renomination, almost the whole body of federal office-holders are strong advocates of a third term; where they are not they are prudently silent. In Louisiana Marshal Pickard thinks Grant is good enough for him, and Packard and Casey control the federal appointments in that State. In Alabama it would be difficult to discover a federal office-holder who is not devoted to General Grant's re-election, and Senator Spencer would make short work with one if he did discover him. In Arkansas Brooks, Snyder and the other federal officers, especially those most recently appointed, are almost to a man third terms. In Mississippi ex-Senator Pease, Postmaster at Vicksburg, is the fagelman in the same cause. In Georgia, North Carolina and Virginia the case is the same.

Nor is this all. Such recent federal appointments in the South as that of Wells, ex-President of the fraudulent Louisiana Returning Board; Pease in Mississippi, Brooks in Arkansas, and others we could name, point directly to the President's intention to be re-elected, if, as he remarks, the necessities of the country should demand it. These men have no possible political future in the States where they live except as Grant men. No other republican President would keep them in office a moment longer than the time needed to make out the commissions of their successors. Under a democratic administration they would, of course, sink out of sight as quickly. They are third terms, therefore, in self-defence; they could not afford to abandon General Grant. When a man notorious for his skill in selecting the agents who are to do his will picks such men for office it means that he is in earnest.

It will be seen, therefore, that the interpretation commonly put upon the letter is consistent with those acts of its author by which, if the letter were of doubtful meaning, we should naturally seek to discover his intentions. If you are in doubt look at the men he appoints to office. If you do not know what the President wants ask his dependents and favorites what they want. If they are third terms that would seem to settle the question.

But as we dislike to see the President misrepresented and misunderstood we will add that we thoroughly believe him when he suggests that he is not in love with the Presidency. He likes a good office and a large salary. He is a thrifty rather than an ambitious man. He is fonder of money than of authority, and he has got accustomed to the privileges and honors of office, and fears he would not be comfortable without these. If he could be made General of the Army, with a handsome retiring pension besides his salary, we firmly believe he would give up his Presidential aspirations at once. If Congress should offer to create for him a life office, with little work, a sufficient show of authority and a larger salary than he now receives, it is pretty certain that he would not care who was President. Everybody who has been near him knows that the Presidency breeds him. He feels that he does not know anything of statesmanship; the company of statesmen tires him; they do not talk home nearly as well as the kind of men he likes better. The criticisms of the newspapers annoy him. The troubles of the country irritate him. The people seem to him like a parcel of callous, who will neither be happy nor quiet;

The Spanish Kaleidoscope.

In the Spanish political situation, just before the advent of Alfonso, the great need, city was that some one section of the political elements should become supreme—that is to say, that out of the thirty or forty so-called parties which divide the allegiance of the ever loyal hidalgoes at least half a dozen should so far agree on a common policy that they could act as a unit on the two or three public topics that are of consequence, and in virtue of their unity and the continued division of all the others should rule the country. It was because of the failure of Spanish politicians to frame any such combination through the invincible conceit and personal pride of many leaders that the republicans came to the surface and remained there long enough to show that they within their lines were scarcely less divided on primary ideas than the many factions of royalists respectively. But the combination which brought in Alfonso seemed to have secured the needed cohesion—by what compromises or bargains the world did not care; for some political immorality in that way was less offensive than the disorganization of a great country threatened to become. It is, however, likely to appear that there was no chemical combination of the political elements in that cohesion, but only a mixture; that it was a mere truce by which the parties agreed to forego their hostilities till they could make a general effort to cheat one another, each with the aspiration to govern under Alfonso's name. But they have come again to a standstill, and the government and the juvenile Majesty are in a hopelessly false position. They cannot govern the country absolutely, for want of strength; they cannot govern it liberally, for want of faith in the people. They are unable to seize the nation in that absolute grasp which uses force wherever it finds it to accomplish whatever the peril of the country requires; for there is in their circle not a man of the right fibre; but they cannot throw themselves upon the country and declare what they want; for if their helplessness were declared they would be driven out by as small a display of force as brought them in. So we may anticipate an early and dramatic change in the bits of painted glass that make up the picture of Spanish politics.

As for the general interests of the country, the President does not think much of them. Why should he muddle his mind about matters he does not understand?

The Indictment of Clafin & Co.

Occasions not unfrequently arise when public journals would gladly be spared the pain of publishing, and still more of commenting on, the news of the day. When reputations hitherto unsullied are aspersed, even by legal proceedings, the reluctant journalist shrinks from the task which he cannot avoid, and would gladly be spared the infliction of distress and humiliation on the parties immediately concerned and the shattering of public confidence in men who have long been esteemed as models of integrity and honor. But journals make an implied engagement with the public to give all important news, and an indictment by a grand jury of a commercial firm of the highest rank and standing has too deep and startling an interest to be concealed, even if all the newspapers of the city should charitably attempt to suppress it. An indictment by a grand jury is no conclusive proof of guilt. All the evidence presented to a grand jury is *ex parte*. The parties accused cannot be heard in explanation; the witnesses are not subjected to a cross-examination; all the testimony is on one side, and it is always possible that a fair and open trial may result in a complete exculpation. But until such a trial can be had the indicted parties must suffer in public estimation. Even if they are supported by conscious innocence their sensibilities and pride of character must be deeply wounded. Every citizen of this metropolis has an interest in wishing that this grave accusation of one of our most eminent business firms may prove to be unfounded. The character of our great merchants is our most precious possession. Confidence in mercantile honor is one of the main pillars of public prosperity. One of the most ennobling features of modern life is the existence of great and stable reputations which excite such feeling of trust that men dwelling on distant continents feel it safe to send their property across wide oceans, with a perfect assurance that the firms to which it is consigned will protect the interests of owners as if they were their own. Consignors of valuable cargoes often sleep in as perfect security as if their merchandise were in their own warehouses and under their immediate inspection. We have always had, and still have, such merchants in this great emporium, and it is a shock to the community and a mortification to our commercial pride when doubts are cast upon any one of their number.

It will be seen by the statements made by the incriminated firm to our reporter that they confidently assert their innocence; and their card, which we also publish, asking a suspension of judgment until they have an opportunity to be heard in defence, will strike the public as reasonable. The only thing which we are yet justified in regarding as established is the fact that large amounts of French silks have been smuggled into the country and have found a market. Shrewd merchants, long in business, who closely watch the foreign markets, who are judges of the qualities of silks and know the prices at which they can be purchased in France, cannot easily be made the dupes of illicit importers; and we suppose it to be mainly on this presumption that the house of Clafin & Co. fell under suspicion. They are too well acquainted with the trade to be deceived, and if they have been in the habit of buying silks in this country at prices far lower than they could import them and pay the duties that fact would naturally excite the suspicion of Custom House officers, and it is a fact (if it be a fact) which they are bound either to disprove or explain. We sincerely hope, and every right-minded citizen will agree with us in hoping, that they may succeed. There is good reason to believe that the smuggling of silks has been enormous, and it is not easy to imagine that a large illicit trade could be carried on for years, unless some of the great merchants who supply the country trade were purveyors of the contraband goods. It is essential to the business of smugglers that they find a ready market, and the security of their illicit trade depends on the fewness of their purchasers and their ability to get their goods distributed through unsuspected channels. Their ability to make great fortunes without hazard depends on the connivance of great firms who will quietly and promptly take the goods off their hands. But no really great firm in that branch of trade can do this without conscious complicity, because such a firm has constant knowledge of the foreign prices of the goods, the rates of duty and all the elements of cost in the domestic market. If they are offered to such a firm at prices considerably below those at which they can be honestly imported, it is *prima facie* evidence that they have been smuggled, and the purchaser receives them at his risk and peril. It is difficult to see how so experienced a firm as that of Clafin & Co. could be deceived on such a point, or why they should even take the risk of buying silks in large quantities in the domestic market when their own facilities for cheap and honest importation are equal to those of the most favored buyers. If they had never dealt in silks which they did not import themselves their defence would be perfect. If they have really bought silks in the home market at much lower prices than those at which they could themselves import them they are in the unfortunate predicament of having to make difficult explanations. We sincerely hope that they will be able to vindicate their innocence.

PERSONAL INTELLIGENCE.

Commodore A. K. Hughes, United States Navy, is quartered at the Gilsey House.  
In France there were at the end of 1874 just 15,000 miles of railway in operation.  
Chancellor John V. L. Pruyn arrived from Albany yesterday at the Brevoort Hotel.  
Senator Oliver P. Morton, of Indiana, is residing temporarily at the Fifth Avenue Hotel.  
Chief Judge Samuel Church, of the Court of Appeals, arrived last evening at the Metropolitan Hotel.  
State Senator George F. Verrill, of Massachusetts, is among the late arrivals at the Windsor Hotel.  
Señor Don Antonio Mantilla, Spanish Minister at Washington, has apartments at the Clarendon Hotel.  
Mr. Ruskin has in the press "Notes on Some of the Pictures in the Exhibition of the Royal Academy."  
Secretary Delano left Washington for Mount Vernon, Ohio, Wednesday night. He will be absent several days.  
Mr. N. R. O'Connor, Secretary of the British Legation at Washington, is sojourning at the Westmoreland Hotel.  
The Count de Chaligny, grandpère of the Count de Chambord, has married the daughter of the Countess Polignac.  
It is estimated that each of the dice of France sends an average annual sum of 100,000 francs to the Vatican.  
Some Frenchman is expected to make a historical-mythological picture of Prince Gortschakoff as the Angel of Peace.  
The catfish in the Chattahoochee are eating the darkies who go to catch them, and are likely to largely reduce the republican vote.  
Mr. John King, Jr., Vice President of the Baltimore and Ohio Railroad Company, has taken up his residence at the Fifth Avenue Hotel.  
Secretary Robeson left Washington yesterday morning on his beach, N. H., with his family, and will be absent till the middle of next week.  
Colonel Thomas A. Scott, President, and Mr. A. J. Cassatt, Vice President of the Pennsylvania Railroad Company, are at the Brevoort Hotel.  
In the art prizes awarded this year in France a sculptor has taken a medal for a painting and a painter has been equally successful in sculpture.  
It is rumored that a volume, consisting of the most important philosophical correspondence of the late Mr. John Stuart Mill, will shortly be published.  
An Italian expedition for the exploration of portions of Tunis has started from Naples. It is under the auspices of the Italian Geographical Society.  
The "Life and Letters of Lord Macaulay," by his nephew, Mr. G. O. Trevelyan, M. P., is now in the printer's hands, and will be published in the next publishing season.  
A new story, by Thomas Hardy, author of "Far from the Madding Crowd," will be begun in the Cornhill Magazine for July, entitled, "The Hand of Elihu." State Prison Inspector, George Wagnier, arrived at Sing Sing Prison yesterday, and commenced his first supervision of that institution, which post he will retain during the ensuing four months.  
Will Mr. Fish please appoint a new consul at Marseilles, France, vice Frank W. Potter? It is not much of a place, but it should be filled by somebody who can refrain from writing to *Gallop* on American politics.  
An Englishwoman, whose husband was to be hanged next day, asked him if she should bring the children to see the right, but he objected, "Ah, that's just like you," she said. "You never liked them to have any fun."  
The committee named by the French Academy to award the prizes of history has conferred them on M. Tustel de Coulanges, author of the "Vie d'Antique," and M. Charles Viatore, for his "Cité d'Antique de Venise au XVIIIe Siècle."